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1. The Escher Wyss Maschinenfabriken A.G. originally built three ordinary wind tunnels for the Government aircraft works at Emmen, Switzerland.
2. At one time there was a project under way to contract the nozzle of one of these tunnels from 6 m. x 8 m. to 1 m. x 2 m. with a contractor nozzle in the attempt to get a Mach number of 0.9 (transsonic), but this project was abandoned.
3. It was learned recently, however, that one of the engineers working at Emmen, Dr. W. Spillman, who has no connection with Escher Wyss, had constructed a provisory high-speed tunnel by using a Rolls-Royce NENE jet engine, which was on hand, as the power source for the tunnel. Spillman built a cover around the engine and attached a suction tube. By this means he was able to get a speed of Mach number 0.96 in the tube. The dimensions of the measuring chamber in this device are 40 x 40 cm.
4. Source further states that the Emmen group would like to build up its equipment, but that the necessary funds are not on hand. Emmen is a government project staffed only by government personnel and is under the direction of engineer W. Hausmann, who was recently in the US.
5. The only supersonic tunnel ever constructed in Switzerland was built by Brown Boveri for Ackeret's laboratory at the Federal Technical School. Escher Wyss has so far not experimented with the construction of supersonic tunnels, but would still probably get the contract for any supersonic construction for Emmen, should the latter be interested, since Escher Wyss was responsible for all the other tunnels at Emmen and enjoys especially good relations with the Technical Division of the Swiss Army.

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